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Approved For Release 2002/06/14 : CIA-RDP81B00961R000100150160-3

OSA 6051-63

3 DEC 1963

MEMORANDUM FOR: Deputy for Field Activities, OSA
SUBJECT: Additional Pilots for Airlift Aircraft
REFERENCE: Our conversation regarding this subject
on or about 27 November 1963

1. In accordance with your stated desire I will not make any additional efforts to increase our present pilot to aircraft ratio, at least until such time as additional factors alter the current situation and which in themselves warrant a fresh look at the problem.

2. I agree with your concern over having more people around than can be gainfully employed. I am sure you recognize the fact that we may be unavoidably thrown into a difficult position if ever there is a hard eyed review of aircraft utilization by the Air Force at a later date. With the self-imposed austere support aircraft assignments the Air Force is now authorizing, this possibility can in all probability be anticipated. While I do not know exactly what aircraft utilization rates or crew/aircraft ratios are used in MATS and other non-tactical aircraft operations, I would expect it to be something on the order of 5 - 6 crew per aircraft minimum and a correspondingly high utilization rate. If we enjoy anywhere near a normal in-commission rate and assuming maximum help from Andrews pilots, there will likely still be an unfavorable balance on a direct comparison with any Air Force unit.

3. It is my plan to keep the aircraft flying as much as possible in the following manner:

Priority I - Take movement.

Priority II - Project cargo movements.

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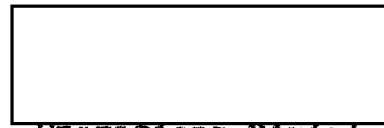
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Priority III - Loan to Air Force.

Priority IV - Company pilot transition/training.

Priority V - In conjunction with all above, a few well selected "R & Rs" for company military assignees.

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Chief, Operations Division, OSA

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C/OD/OSA, [redacted] ad (2 Dec 63)

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